

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

1. Kuybyshev (N 53-12, E 50-09), the wartime capital of the USSR, lies 900 kilometers east-southeast of Moscow. 25X1
2. Immediately south of Kuybyshev railway station there was an aircraft factory, consisting of long sheds with a red propeller above the roofs. Some of the sheds were damaged by fire in 1950. South of the sheds, extending as far as the river, there was a large grassy field. The field contained rows of concrete squares, about 20 meters by 30 meters, level with the grass. No aircraft were seen on the field. 25X1
3. There were two airfields near Khoroshenkoye (N 53-33, E 50-36), 50 kilometers northeast by north of Kuybyshev (see sketch on pages 3 and 4). These were the main civil and military airfields for Kuybyshev. A new road led northeast to Khoroshenkoye from a point about 32 kilometers north-northeast of Kuybyshev on the Kuybyshev-Krasnyy Yar highway. The airfields were five kilometers southwest of Khoroshenkoye on either side of the new road. The military airfield was on the northern side of the road and was estimated to be about two kilometers square. The field was of grass and dry clay, with at least three very light-colored concrete runways, estimated to have been at least 800 meters long, radiating from what have been the eastern end. Thirty to sixty white MIG jets were parked in rows along the edge farthest from the road. Nearer to the road were an indeterminate number of other aircraft, including large, twin-engined, piston-driven aircraft, which were assumed to be bombers. They looked almost like civil airliners, but were painted green and had a plexiglass dome near the tail. There were no hangars on this airfield, but there were two barracks buildings 200 meters long and additional buildings were being built. Excavators with jibs, as well as bulldozers, were working on the runways. 25X1
4. The civil airfield near Khoroshenkoye lay on the southern side of the new road, opposite the military airfield. The field was somewhat smaller, and of grass and dry earth only. The only building was a single-story wooden building, which served as waiting room and 25X1

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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buffet, post office, and baggage room.

5. Stavropol on the Volga (N 53-31, E 49-20) was a town 60 kilometers west-northwest of Kuybyshev; it was flooded by the waters of the Volga in early 1954 as a result of the building of the hydro-electric dam in the development area of Zhigulevsk (N 53-21, E 49-19), five kilometers east-southeast of Stavropol on the Volga. Eight kilometers east of Stavropol on the Volga, where the hamlet named ~~Omurevka~~ or ~~Kumeyevka~~ formerly stood, there was a new town named Komsomolsk on the Volga. Five kilometers north by east of Komsomolsk on the Volga was a military airfield, about three kilometers long from west to east, and about two kilometers wide. It was of sand and stony clay, with no runways. It had a number of barrack huts and wooden sheds. It had MIG jet fighters standing on it, the number varying from about six to about 30 from day to day. A great deal of flying took place here, at very high speeds and often at very low altitudes. Just off the southern edge of this military airfield was a civil airfield which served the various new towns which have sprung up around the Zhigulevsk dam. It was about one kilometer square, with no runways or buildings of any kind.
6. Twenty kilometers south-southwest of Stavropol and five kilometers east of the village of Komarovka there was a military airfield apparently ~~exactly like~~ the military field described in paragraph five, with the same number and type of aircraft, but with no civil airfield attached. The new railway linking the Zhigulevsk dam with Syzran (N 53-11, E 48-27), which was approximately 110 kilometers west of Kuybyshev, ran just north of this airfield.
7. A smaller military airfield lay 13 kilometers east-northeast of Syzran, just on the northern side of the same railway. Some ten jet fighters were seen on this airfield, but no bombers.
8. The civil airline runs from Moscow via Penza to Kuybyshev. There were many other military airfields along this route. The main service depot for civil aircraft on this route was believed to be at Gorkiy.

1. Comment: The Soviet Government was partially evacuated to Kuybyshev in 1941, but only temporarily.
2. Comment: The town referred to as Komsomolsk on the Volga is Komsomolskiy (N 52-35, E 46-34).

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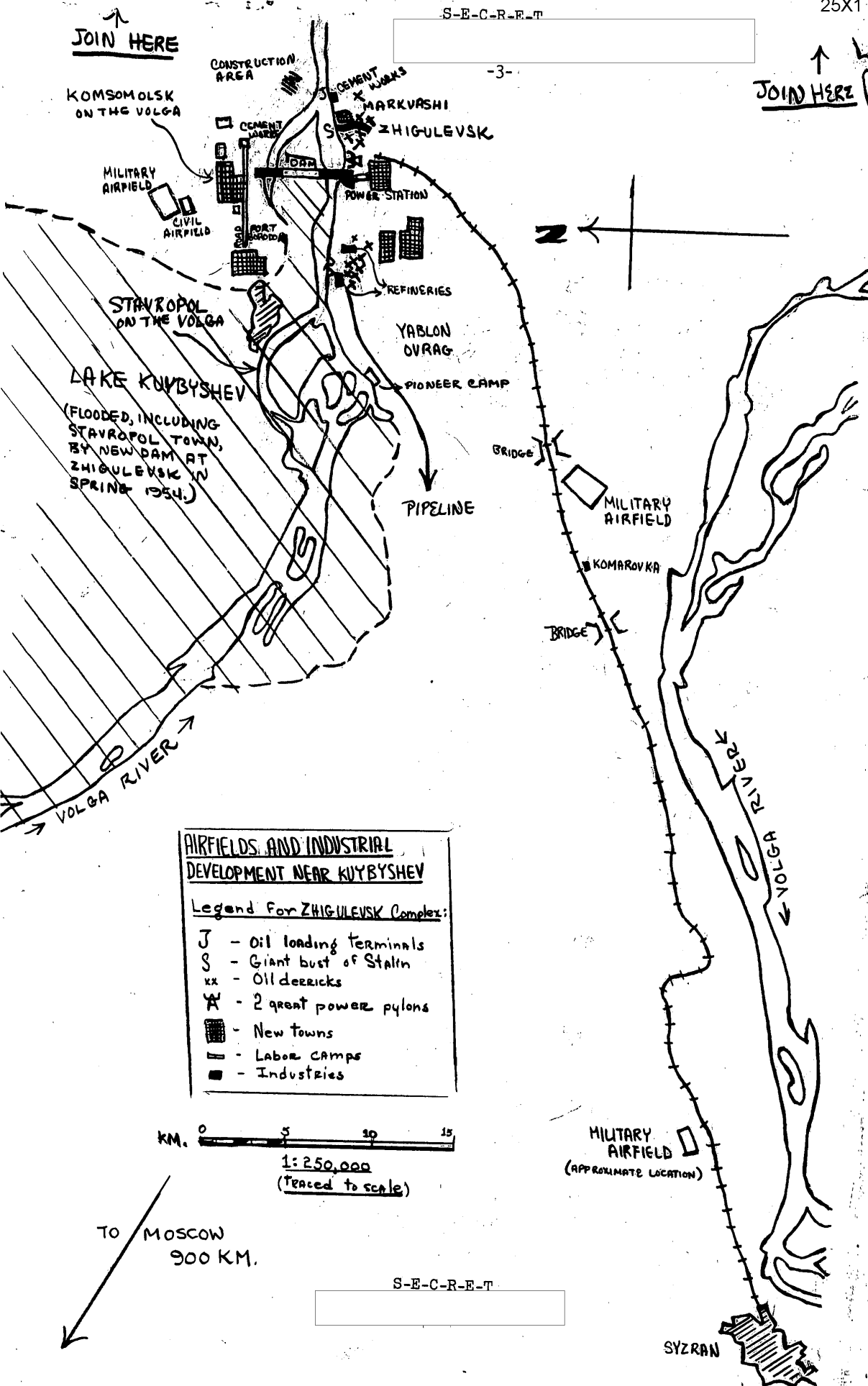
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for legend and
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KUYSHEV

REMAINS
OF UNCOMPLETED
DAM

FACTORY
AIR-
FIELD

VOLGA RIVER

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